

INTIMATIONS.

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE,
AND HONGKONG GRANITE.

CEMETERY MEMORIALS.

Designs and Prices on application,
Office 49, Gatten's ROAD CENTRAL.

1893
A. S. WATSON & CO., LIMITED.



We invite attention to our Stock of

CONFECTIONERY

AND

CHRISTMAS GOODS.

JORDAN ALMONDS, NOUGAT, BUTTER SCOTCH, ASSORTED TOFFEES,

DRAGEES, PRALINES, and a large selection of PURE CONFECTIONERY
from the leading Manufacturers

CADDURY'S SPECIAL CHOCOLATE CREAMS.

PINE, APRICOT, CHERRY, LIME, GUAVA, and other FRUIT JELLIES in great variety.

TOM SMITH'S CHRISTMAS CRACKERS.

COLOURED OPALS mounted in Plush, representing favourite subjects.

A large assortment of **ENGLISH and JAPANESE CHRISTMAS CARDS**, of handsome and artistic designs, suitable to all tastes and at moderate prices.

A. S. WATSON & Co., LIMITED,
The Hongkong Dispensary.
Established A.D. 1841.

Hongkong, 2nd November, 1893.

1893

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to "The Editor,"

Correspondents requested to forward their name and address, so that all communications addressed to "The Editor" will be published, but as evidence of good faith.

All letters for publication should be written on one side of the paper.

No anonymously signed communications that have appeared in other papers first will be inserted.

Orders for insertion in the "Daily Press" should be sent half an hour on the previous day to the office.

After that hour the supply is limited. Only Supply for Cash.

Telegraphic Address Press.
P.O. Box 23. Telephone No. 12.

The Daily Press

HONGKONG, DECEMBER 12TH, 1893.

The statement made by a Hankow correspondent that the Wuchang cotton cloth mill is shut down in consequence of its inability to support the crowd of weavers with which it was saddled does not bode well for the success of similar enterprises in China. The Shanghai mill recently destroyed by fire was a great success so far as the quantity and quality of its output were concerned, but what its financial showing was has not transpired. It is to be rebuilt, and being backed by the Viceroy Li with his long purse it will not be likely to fall into the same difficulties as the Wuchang mill, which has only the Viceroy CHANG CHIN-TUN's slender capital behind it; but it is evident that the business can take no real root in the country if develop to any great extent unless it is worked on a sound commercial basis. There is no reason why the cotton industry should not be as successful in China as in Japan, except that in the latter country enterprise is hamstrung by official squeezes and restrictions, whereas in China every new undertaking is saddled with the support of a number of weavers, or hangers-on of the high officials, who eat up all the profits. It might be thought that an enterprise started directly under official auspices and supported by the capital of officials would be able to avoid this incubus to a greater extent than a private enterprise, but every considerable official has a crowd of retainers who have to be supported by some means or other, and the Wuchang cotton mill seems to have been saddled with a surprisingly large number of useless functionaries, for the weavers are not supposed as a rule to do anything more than draw their pay.

The Times, in one of its weekly articles on Indian affairs, says "it is clear that China and Japan are quite alive to the advantage which the appreciated Indian race gives them in their competition with the Bombay millowners. The Chinese and Japanese have considerably increased their output, and a single English firm has at this moment orders for the machinery for two large factories, one in China and the other in Japan." These orders, we suspect, were placed before the breaking of the financial crisis; at all events we should be surprised if the currency change had any thing to do with the order from China. The Japanese are, no doubt, fully alive to their advantages, and the cotton industry in the Land of the Rising Sun is advancing rapidly; but in China, with the heavy hand of officialdom on the spring of enterprise, there is little disposition shown to take occasion by the hand. Cotton is

shipped in large quantities from Shanghai to Japan to be re-imported in the form of yarn or cloth, yet the Chinese authorities object to the importation of machinery by which the raw material might be worked up on the spot by the people of China themselves because it might interfere with certain semi-official undertakings in the spinning and weaving trade. While such a "policy" as this prevails there is little justification for the statement that China is alive to her advantages. The officials are alive to the interests of their own products, but that is all.

The steamer *Gulf of Guinea*, from New York, left Singapore on Friday for this port.

There were 2,054 visitors to the City Hall Museum last week, of whom 191 were Europeans.

The Bon Line steamer *Bonaventure*, from Antwerp and London, left Singapore on Saturday for this port.

Two children were burnt to death in a house destroyed by fire in China-town, Yokohama, on the 1st inst.

The P. M. steamer *Papa*, with mail, &c., left San Francisco for this port, via Yokohama, on this 9th instant.

The M. M. steamer *Natal*, with the next French mail, left Saigon yesterday morning at one o'clock for this port.

The N. G. steamer *Sura* left Bombay for this port on the 10th inst. and may be expected here on or about the 1st January.

The China Mutual Steamship Company, from Glasgow and Liverpool, left Singapore on Saturday p.m., and may be expected here on or about the 16th inst.

The following telegram has been received from the Postal Agent, Amoy:—Mail from Hongkong for San Francisco per *Gacela* robbed. Some letters recovered at Amoy?

The P. M. steamer *Ghina*, with mail, &c., from San Francisco to the Far East, and Honolulu the 23rd, has arrived at Yokohama, and will leave for this port this morning.

The U. S. S. *Petrel* arrived at Nagasaki the 4th instant, and having, and at once entered into the Miles Bill Co.'s dock, for cleaning and painting. She will probably remain at Nagasaki about a month:

Actions have been instituted in the British Consulate, Yokohama, against the P. and O. Company by the owners of person of lost in the wreck of the *Christine* last. The claims are said to amount to \$100,000.

The sum of \$325 has been realized for the St. Paul church organ given by the "workmen who labored on the building" held last Saturday at "La Hacienda" by the kindness of Mr. and Mrs. G. H. Dowell and their friends.

As will be seen by advertisement the celebrated Imperial China Liner, *Four Friends* of acrobats and comedians, has arrived at the City Hall of Theodore and Eddie next to the City Hall. They bring a big reputation with them and will doubtless give a sensational exhibition.

The *Toronto* prints a telegram which arrived at 10.30 a.m. on the 27th inst. from Hongkong to San Francisco, that all arrangements are now complete for the restoration of Queen Liliuokalani, who died at the City Hall of Theodore and Eddie next to the City Hall.

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The *Toronto* prints a telegram which

NOTICE TO CONSIGNEES.
FROM HAMBURG PENANG, AND
SINGAPORE.
THE Steamer

"**CASSIUS.**"
Captain Siby, having arrived from the above port, Consignees of cargo are hereby informed that their Goods are landed at "Cassius" Port Said, having connection with Company's Mail Steamers.
In ADEN, SUZER PORT SAID,
MESSINA, NAPLES (LEGHORN),
and GENOA; all MEDITERRANEAN,
ADEM, LEVANTINE, and SOUTH
AMERICAN Ports up to CALLAO. Taking
Cargo at through routes to PERSIAN
GULF and BAGDAD.
THE Steamer

"**GHAVA.**"
Captain Siby, Master, will be despatched as above
TO-DAY, the 12th December, at NOON.
At BOMBAY the Steamers are discharging in
Victoria Dock.

For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO., Agents.

Hongkong, 5th December, 1893. [2561]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND
SINGAPORE.
THE Company's Steamship

"**KINLUCK.**"
having arrived from the above, Consignees of cargo are hereby informed that their Goods are being landed at "Kinluck" side into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all claims must be made to the Office of the Underwriter before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 15th inst. will be subject to a fine.

Orders will be forwarded unless notice to the contrary is given before 4 P.M.

Bills of Lading will be countersigned by

ARNOLD, KARBERG & CO., Agents.

Hongkong, 2nd December, 1893. [2562]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND
SINGAPORE.
THE Steamer

"**LIGHTNING.**"
having arrived from the above ports, Consignees of cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 15th instant will be landed at Consignees' risk and expense into the Godown of the Wanchai Warehouse and Storage Co. Limited, Wanchai.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASOON, SONS & CO., Agents.

Hongkong, 9th December, 1893. [2563]

NOTICE TO CONSIGNEES.

FROM MIDDLESEX, HAMBURG,
AND STRAITS.
THE Steamer

"**ETHIOPE.**"
having arrived from the above ports, Consignees of cargo are hereby informed that their Goods will be landed at "Ethiope" side into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all claims must be made to the Office of the Underwriter before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 15th inst. will be subject to a fine.

Bills of Lading will be countersigned by

SHEWAN, & CO., Agents.

Hongkong, 9th December, 1893. [2564]

NOTICE TO CONSIGNEES.

S.S. "CARMARTHENSHIRE,"
FROM LIVERPOOL, AND V.E.P.,
LONDON, AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godown of the Kowloon and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all claims must be made to the Office of the Underwriter before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 15th inst. will be subject to a fine.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO., Agents.

Hongkong, 9th December, 1893. [2565]

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SHIRE" LINE OF STEAMERS.
FOR SINGAPORE, PENANG, AND
CALCUTTA.
THE Steamer

"**SHIRE.**"
having arrived from the above ports, Consignees of cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 15th instant will be landed at Consignees' risk and expense into the Godown of the Wanchai Warehouse and Storage Co. Limited, Wanchai.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MELCHERS & CO., Agents.

Hongkong, 11th December, 1893. [2566]

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SHIRE."

"**CARMARTHENSHIRE.**"
Captain Vyvyan, will be despatched as above
TO-DAY, the 12th inst., at 5 P.M.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 11th December, 1893. [2567]

NOTICE TO CONSIGNEES.

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Hongkong, 11th December, 1893. [2568]

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Hongkong, 11th December, 1893. [2572]

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Hongkong, 11th December, 1893. [2573]

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Hongkong, 11th December, 1893. [2574]

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Hongkong, 11th December, 1893. [2575]

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Hongkong, 11th December, 1893. [2579]

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Hongkong, 11th December, 1893. [2580]

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Hongkong, 11th December, 1893. [2581]</